

THE HAWAIIAN STAR

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WALTER G. SMITH, EDITOR

TUESDAY, JANUARY 16, 1912.

THE INVESTIGATION AND AFTER.

We should like to be sure whether the "announcement" reported from Washington by E. C. Walker, that "the President had promised Delegate Kuhio to withhold any appointment to the governorship of Hawaii and to send a special agent to the Islands to investigate the charges made by the Delegate against Governor Frear," came from the President or Kuhio. It sounds like the latter and in that case may be subject to a certain discount. Nevertheless let us cherish the hope that it is true, for if there is one thing more than another that would be in the interest of Hawaii, it is to have President Taft in closer touch with the actual situation here.

Governor Frear welcomes investigation, which is more than the complainants would if they knew what to expect. For a great deal is going to be revealed about the vital issues, the issues which go to make the Governor and his friends the prop and stay not only of good government in Hawaii but of civilization itself. It is well for any intelligent and fair-minded agent of the President to see things that lie behind the opposition to Governor Frear, and to study the men that surround Kuhio; to study them and the questions they have raised in the last twenty-five years, and are trying to revive now. Governor Frear will profit by that and so will his friends, the people who have saved Hawaii and are still depended on to keep it from the evil fate which has its roots deep in our aboriginal politics.

Investigations like the one proposed have done much good since annexation. Governor Dole was investigated twice—once by a senatorial commission on charges from a source similar to that which now attacks Frear, and once by agents of President Roosevelt at the time he was falsely accused of having tried to make Hawaii neutral during the Spanish war. In each case Governor Dole's vindication was complete, but not only that, but the Hawaiian status quo came to be so well known at Washington that Hawaii found the steadiest friendship there for years to come. It is time to renew that friendship and if the investigation of Governor Frear comes off it will prove a fair occasion for putting Washington again in position where it cannot be easily deceived about any Hawaiian matter.

Subsequent to the writing above, a special cable came from the Star's correspondent saying, on the authority of the Interior Department, that no investigation of Governor Frear had been ordered. This accented the impression that Kuhio gave the story out for if Correspondent Walker had a higher source he would have probably mentioned it. Of course the President may have promised Kuhio something and not as yet let the Interior Department know.

SAN FRANCISCO'S NEW CITY HALL.

The plan to build a city hall in San Francisco, to cost \$8,500,000 is yet to be voted on by the people, but it will probably be adopted with World's Fair enthusiasm. The idea is to put the Hall at Market and Van Ness where two wide avenues conjoin, where another street intersects on the north and another on the south and where many carlines pass. There, also, will be the administration building of the fair and perhaps some other public structures, although the Hall of Justice has already resumed its old downtown site.

This project, in conjunction with one of the fair sites at the other end of Van Ness avenue, may serve to restore that avenue to business. Van Ness was a wonderful commercial thoroughfare for two or three years after the earthquake and fire, but the determination of the business men of San Francisco to get back the lost values of the downtown sites compelled a return to the old district. But under World's Fair impetus and the rapid growth of the city, two main business streets are possible; and the position of Van Ness is such that it may easily come out of the fair permanently dedicated to business.

Now that an \$8,500,000 City Hall is to be had, San Francisco will count itself fortunate that it has honest and capable men in office to spend the money. If McCarthy had won, the City Hall would have been built, but how far the plunderbund would have grown on the spoils!

THE HELMET UNPOPULAR.

General Funston, who commands the Department of Luzon, reports with surprise that the United States forces in the Philippines cannot fight or drill without knocking their helmets off. The British soldier in India and other tropical lands keeps his helmet on. One of the reasons why the men in the Philippines look so neat and soldierly, the department commander believes, is that they wear the helmet instead of the campaign hat. Says the Army and Navy Journal:

General Funston finds that the average soldier will use his campaign hat as a pillow on the first opportunity and nothing will keep him from doing so. After the hat has been so misused a few times, its shape is gone and then the wearer, knowing that he looks disreputable, is not likely to take much pride in his personal appearance in general. These remarks on headgear are called out by reports that the helmets are troublesome while drilling and heavy when wet. The department commander does not care to condemn the helmet until after the field exercises, being at present inclined to favor it on account of its comfort in hot weather as well as its neatness.

The American antipathy to the helmet is of civilian origin, and the soldiers ought to be used to that device by this time. Formerly, or after the Civil War, the army used the French cap, but after Sedan, a change was made to the German type of uniform and ever since then the army has had more or less to do with helmets. There is no cooler or neater headgear for soldiers and one wonders why, in Hawaii, the battered old slouch hat should be preferred to it.

Many efforts have been made by the haberdashers to get local civilians to wear the helmet, but only a few have ever succumbed. Those who did were glad of it, but they were never in fashion.

During the monarchy, when British warships came to Hawaii, they usually went over to Kealahou bay and looked after the condition of Captain Cook's monument. It was then said that the plot on which the column stood belonged to Great Britain and that was one reason given why Secretary Garfield did not fulfill his subsequent promise to declare the place a national monument. In 1900 H. M. S. Icarus went there and furnished things up and it was afterward published here that the United States would take over the work in future. Subsequently the United States tug Iroquois attended to the matter twice, the last time in 1907. That was five years ago, since when nothing has been done, the condition of the memorial to the discoverer of Hawaii apparently being nobody's business.

When the United States wanted the Panama canal to run through territory of its own, a revolution came about just in time to put a government in power that gave us a territorial strip. Now we want the Galapagos islands to help guard the Pacific mouth of the canal, and, lo and behold! a revolution pops in Ecuador. What shall the territorial harvest be?

What has become of the original Hawaiian Caruso, whom Annis Montague Turner educated in Italy and introduced to the American public in New York under an Italian name? He made a great start but Hawaii has not heard of him in so long a time that it needed the appearance of a competitor for the Caruso title to get a reminder of him.

It cannot be denied that Honolulu has the warmest wishes for Sun Yat Sen, his son Sun Fo and for the republican cause in China. The turnout last night was proof enough of that and Sun Yat Sen will hear of it with pride and satisfaction.

The work of the Board of Health and the Sanitary Commission as

Uncle Walt The Poet Philosopher

I harnessed up my old bay plug, and said: "He beats a motor car; you do not hear him go 'chug-chug' or scatter noises near and far. I have no use for a machine that's louder than a thunderstorm, and uses up raw gasoline, which is but death in fluid form. My horse will gently haul his load and bring me safely to my home; I have no fear that he'll explode and with his fragments strew the dome. He'll calmly bear his little yoke and spring a gentle horse's smile, and not produce a lot of smoke that you can smell for half a mile. My good old Dobbin I can trust, he'll take the road till he'll expire, and not an engine will he bust, or come home with a ruined tire." I climbed into my ancient shay to take a drive to other scenes; old Dobbin bucked and whaled away and kicked the rig to swithereens.

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WALT MASON.

now planned ought to have the support of every good citizen. It is reasonable and if the householders do their part will be efficient.

Suppose somebody should investigate Kuhio and make him tell what he has done to earn his Congressional pay while lolling around at home.

Tveitmoie ought not to balk at an immunity bath seeing how so many labor politicians of San Francisco have profited by it.

Yuan Shih Kai ought to import Detective Burns unless he wants to run the risk of more bombs.

LITTLE INTERVIEWS

CAPTAIN KARIGER—The Kukui has returned all right, but the trip was no jaunt for us.

LINK McCANDLESS—Yes, I think I have some small means of my own but it's nobody's business how much. **ADJUTANT KLUGE**—The appointment of Dr. Blue was very well received by all the people who met him while in Honolulu.

MAYOR FERN—We argued and argued and argued at the meetings of the belt road commissioners. I was on my feet more than thirty times at one session.

HARBOR OFFICER WEDAY—I can't catch the crap shooters along the waterfront. They have scouts out, and before I get anywhere near them, the alarm is given.

JOHN WILSON—The reason Link McCandless did not appear as my partner in bidding for the Heela road contract was that we were afraid that,

as a prominent Democrat, the commissioners would have it in for him. **W. T. RAWLINS**—I feel sure that Duke Kahanamoku will make good if he gets the trip to the mainland. He is a fine sprinter and will, once he learns how to make the turns in short length baths, put up some wonderful records.

J. MULLANEY—There are no head hunters in Cebu. Cebu is a pretty thickly populated place now. Someone has been pumping some hot air into a newspaper representative by alleging that six headhunters were captured in Cebu.

TREASURER CONKLING—There is a misunderstanding in some people's minds. The true state of affairs is that the county will get two-thirds of one per cent of the real and personal taxes, and then as much as needed will be raised to finance the Territory.

SOME WITNESSES

(Continued from page one.)

that in some of the other enterprises he had a partner and in some he was alone. He admitted that he went into bankruptcy on account of the Kanai road job, but claimed that the reason he did so was that he had a claim against the county and the supervisors forced him into bankruptcy to try to make him abandon his claim. He said that they refused to pay him the promised 85 per cent as the various sections were completed, and that they also went out and bought up debts owed by him to various firms and individuals, in order to force him into involuntary bankruptcy, which they succeeded in doing. However, he said, almost all of the debts that he owed at that time have since been settled in full. All the laborers received the full amounts due them, as did also all of the biggest creditors. Wilson stated that he is now worth \$5000 or 16000, all made since that time.

"What arrangement did you have with L. L. McCandless regarding this belt road job?" asked Wilder.

"I went to Mr. McCandless," replied the witness, "and asked him if he would go in with me. I told him I would take him as a partner and give him half the proceeds. He said this would be satisfactory. Just after that I was taken sick, and then I went to the Coast on business. After my return I began accumulating a plan to do the work providing I got the contract. I went to Mr. McCandless for money and got it and I now have part of the plant on hand.

"I found it would take at least \$20,000 to swing the contract. I went to Mr. McCandless to be sure of having sufficient backing. We went into details and he said: 'Let's go to the bank and see if we can arrange it.' The arrangements were made. Mr. McCandless was to be an equal partner with me in the business. I made arrangements for getting a bond, going to see both Trent and the Hawaiian Trust Company."

"Is Mr. McCandless financing this job, or are you?" asked Attorney Wilder.

"I am," replied Wilson, "but if I need any more money, I guess he will. I am able to carry it so far."

In response to further questions Wilson stated that in case they got the contract, McCandless was to furnish the funds and Wilson was to do the work and they were to divide profits or losses.

"How was it that you bid alone for the job?" asked Wilder.

"I didn't think it was necessary for his name to appear."

"Was there any reason for keeping

Mr. McCandless' name out?"

"Yes." "What was it?" "Political reasons. Being a leading Democrat, it was possible that they might have it in for him more than for myself."

Wilson stated that he had never been a partner of McCandless before. Replying to questions, he stated that he had informed Mayor Fern, as a member of the loan fund commission, that he was in partnership with McCandless in bidding on the contract for the Heela road job.

Following Wilson, several engineers and contractors were called to the stand to testify as to Wilson's capability and responsibility. Each of them replied, more or less enthusiastically, that they believed him to be responsible and fully capable of successfully completing an \$80,000 road contract. Among those who so testified were Hugh Howell, former county engineer of Maui; W. E. Rowell of Honolulu; G. A. Gere, city and county engineer of Honolulu; and B. F. Dillingham.

Howell stated that he had had considerable experience with Wilson as a contractor and it had always been satisfactory. He saw no reason why Wilson could not carry to successful completion an \$80,000 road contract if he were properly financed.

W. E. Rowell thought Wilson fairly skilful and said he had told Chairman Adams of the commission that he considered Wilson responsible. He did not attach much blame to Wilson for his failure to complete the sewer outfall contract, as he doubted if anybody could have done it according to the specifications.

Gere was very reserved in his statements, being the engineer of the Loan Fund Commission, but he thought that, if properly financed, Wilson could carry out the work. He thought he would be responsible for carrying out the belt road contract. Gere stated that Chairman Adams had discussed Wilson prior to the awarding of the contract. He had told Adams that he had not had much experience with Wilson as a contractor, but that plaintiff had carried out the Kahana road work successfully. He did not consider himself competent to pass upon Wilson's ability, but knew that he had the reputation of being a hard man for an engineer to get along with.

any bonds, but he would certainly do it as quickly for Wilson as for anybody else.

L. L. McCandless followed Dillingham on the witness stand.

"You have some slight means, I believe," said Attorney Prosser.

"Well, yes, I think I have some," replied McCandless.

"For the purpose of this trial I will ask you if you are worth more than \$100,000."

"Yes, I am."

"You'd hate to tell how much more, I imagine," said Prosser.

Replying to questions asked him by Prosser, McCandless said that he had some arrangements with Wilson. It was a kind of co-partnership to build a road on the other side of the island. He was to finance the job if Wilson got the contract. He put up a certified check for \$4500 and arranged with Trent to give a \$40,000 bond if it should be needed. He also arranged with the bank to carry what advances might be needed. Cecil Brown, at his request, wrote to the commissioners to that effect, so they knew it before the contract was awarded.

"What induced you to go into partnership with Wilson?" asked Wilder.

"Well, Mr. Wilson came to me for financial help. It looked to me as if it were a good proposition."

"That's the only reason you went into it?"

"There was no other reason—particularly."

"Well, was there any other reason—not particularly?"

Here Prosser got back at Wilder for a remark made to him by the attorney for Lord-Young, yesterday. "If you want to testify," he said, "go on the stand."

Jim Quinn, formerly a supervisor, was the next witness. He testified that he knew Wilson's work thoroughly, having been chairman of the road committee when Wilson was road supervisor. All of Wilson's roads were good except King street, and that was not John Wilson's fault, but his father's. He thought Wilson a responsible man and competent to tackle an \$80,000 road contract.

John Bowler was called to the stand, but the first question asked him was objected to by the defense, and he was excused.

Then Mayor Fern took the stand and told at great length and with much circumstance about the internal rows of the belt road commission over the awarding of the contract. He detailed how he had stood up and fought all the other commissioners in Wilson's behalf and how he had been double-crossed by Marston Campbell. One of the most important statements made by him was that Commissioner Sam Dwight had stated, both privately to him and before the other commissioners, that he would not vote to award the contract to Wilson because he had no use for him. Wilson had neglected to report to him every morning when Wilson was road supervisor and Dwight was chairman of the road committee.

Fern testified that at the third meeting of the board he had moved that the contract be awarded to Wilson, thinking that Marston Campbell would second the motion. "But every one of the commissioners," he said, "was numb. Petrie moved to award it to Lord-Young and Campbell seconded the motion. Adams voted against it and the meeting adjourned. But it was called to order again and Adams voted with the three others because he thought it wouldn't look right for him to be with me."

"PRINT" SCHOLTZ NABBED ON COAST

Word was received by mail today that an arrest of a former Honolulu had taken place on the arrival of the Wilhelmmina at San Francisco.

It is learned here that the man's name was Scholtz, who had been on the printing staff of the Advertiser. Previous to his departure several people had threatened to have him prevented from leaving, but he got away quietly in the steerage of the Wilhelmmina, thus not having his name published.

His arrest has no doubt been effected on account of those who had desired that he should remain here awhile, for District Attorney Breckons on inquiry stated that the man had not been detained at his request. Scholtz had many friends in Honolulu, and was voted a "good fellow."

LARGE CLAIMS FOR BANANAS

P. H. Burnett, acting for a Chinese banana grower, has filed a claim with the citizens' mosquito campaign officials for the sum of \$650, the alleged value of some hundreds of banana plants that were cut down on his premises. The matter is being looked

into and the inspector, under whose orders the plants were cut down, is being asked to report on what he knows of the matter.

Another claim of \$3030 has been filed on behalf of Lau Chan by Attorney Curry, and the same course is being taken in regard to it.

The claims that have been made in the past have only amounted to small amounts and have been paid. The larger amounts involved in the latest claims will have to be fully fought out before they are settled.

FOUR PACIFIC MAIL LINERS

The Pacific Mail Steamship Co. will build four more ships, is the news just received by the latest files from the Coast.

According to the reports R. P. Schwerin has now been supplied with the plans and specifications of four ships that will be the finest ships launched from American shipbuilding yards.

The ships will be 650 feet long and 75 feet beam. They will have twin screws and will have a speed of seventeen knots. They will be oilburners. They will have accommodation for three hundred first-class, two hundred second and three hundred third-class. The carrying capacity of each ship is to be about 17,000 tons.

BAND CONCERT

The Hawaiian band will play the following program at the Seamen's Institute this evening:

March, El Capitan Sousa
Overture, Poet and Peasant Suppe
March, The Thunderer Sousa
Selection, Pinafore Sullivan
Vocal, Hawaiian Songs, Ar. by Berger
Selection, The Spring Maid (new) Bernhardt
Waltz, 1001 Nights Strauss
March, Semper Fidelis Sousa
The Star Spangled Banner.

SIERRA SAILS NOON TOMORROW.

Owing to the large amount of cargo received for shipment by the Sierra, the agents, Brewer & Co., have deemed it advisable to make the sailing hour noon tomorrow instead of ten, as has always been the case heretofore.

The vessel will sail from the Oceanic wharf as usual.

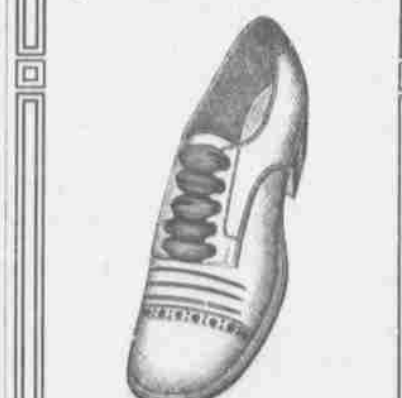
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Gandall Lane, 2 B R 32.00
Lazarus Lane, 2 B R 20.00
Pacific Heights Rd., 2 B R. 22.00
College street, 3 B R 35.00
Kali and Beckley Ave., 2 B R 15.00
Matloek Ave, 2 B R 27.00
Kaimuki, 2 B R 30.00

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